

Thameslink Programme Rolling Stock Project

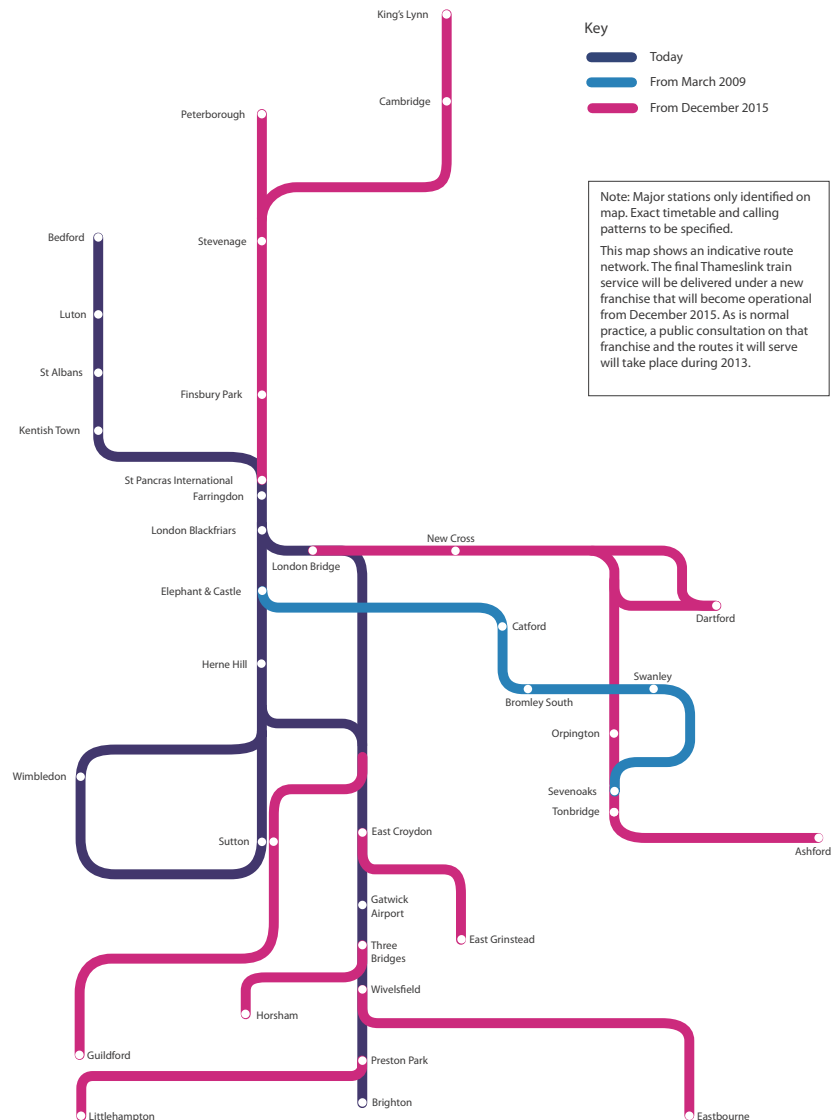
The big picture >

In order to improve train services to and through London, we are investing £5.5bn in new and longer trains (new rolling stock), new track and new stations.

This scheme, known as the Thameslink Programme, will mean new direct cross-London trains from destinations on the Great Northern Route.

These new longer trains require modern maintenance facilities and railway sidings that are long enough to accommodate them.

Following a careful site selection process, carried out by ARUP, two new depots are planned. One near Hornsey and the other in Three Bridges.



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Who's Involved? >

The project is strategically very important and supported by a number of different organisations:

Network Rail is responsible for improvements to track and stations as part of the Thameslink Programme and owns the land on which the new depots would be built.

The **Department for Transport** (DfT) is responsible for the rolling stock project and funding the new depots. It is also responsible for choosing the provider of the new rolling stock (trains). This provider would ultimately build the depots.

First Capital Connect is one of three current train operators on the Thameslink route who are key partners in delivering the Thameslink Programme. The train operators will run the new trains, which will use the depots.

ARUP has been employed by the DfT to carry out the initial design and options report for the depots.



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The Site Selection Process >



An extensive site selection process has identified two sites for the depots in London and the South East. >

One is at a site near Hornsey. The other is south of Three Bridges.

Criteria for site selection >

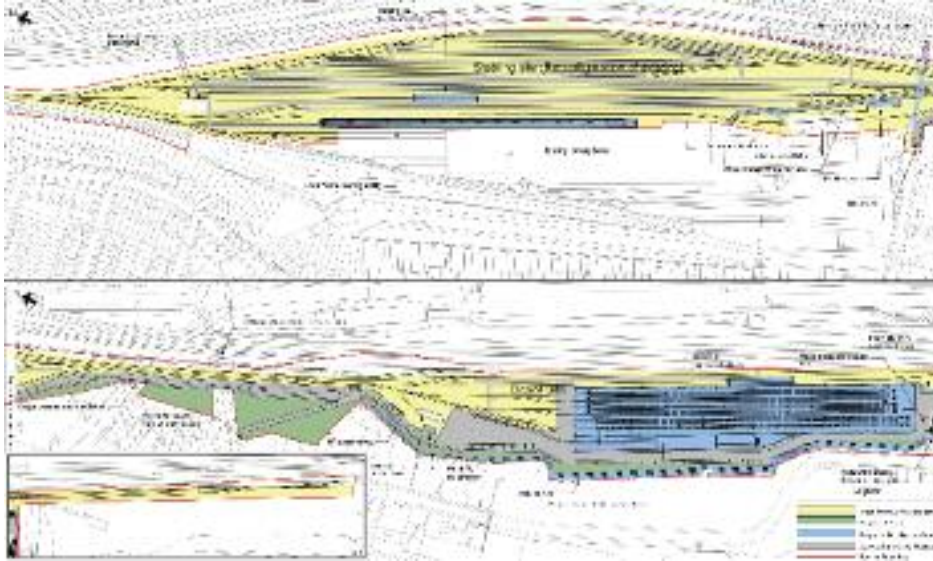
- Location in relation to Thameslink route and rail connections
- Ability to handle long trains
- Availability
- Local and environmental impact
- Value for money
- Impact on local area including current and planned future use

Why Hornsey? >

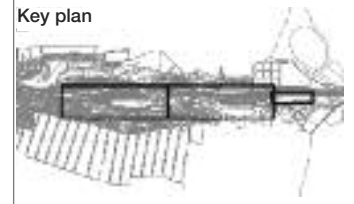
- The site is large enough to accommodate all of the required facilities
- The site is existing operational railway land
- Good connections to the Thameslink route
- Good road access routes to and from the site

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How would it be built? ➤



Site plan



Key plan

All of the facilities would be constructed on railway land adjacent to the existing main line railway, carrying trains towards London. ➤

- The scheme will mean 250+ new jobs and a boost to local shops and other amenities.

The new maintenance depot will be located at the northern end of the site on the existing Coronation Sidings, along with important equipment including a train washer, sidings, and an electricity substation. ➤

- New stabling sidings, an underframe cleaning facility (UFC) and a second train washer will be located at the southern end of the site near the existing train depot which will remain.

The work also requires ➤

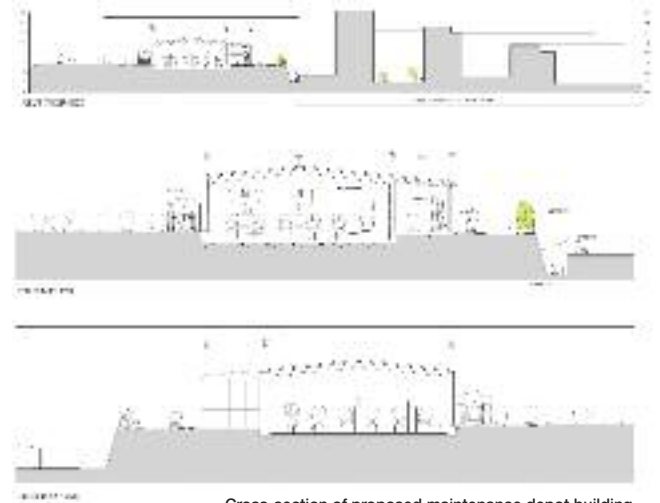
- Widening of the embankment to the east of Coronation Sidings and widening of the bridges over Turnpike Lane and New River.
- Access to the maintenance facilities would be from Hampden Road.
- An access road would run along the eastern boundary of the site, and parking for approximately 50 vehicles would be provided adjacent to the maintenance depot north of Turnpike Lane. Facilities for cyclists will also be provided.

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Design >



Architectural impression of what the depot may look like



Cross-section of proposed maintenance depot building.

The design and layout of the maintenance facilities have been carefully considered. >

- The site has been designed to maximise the available operational space while being aware of neighbours and taking into account sustainability measures.

Key considerations in the design include: >

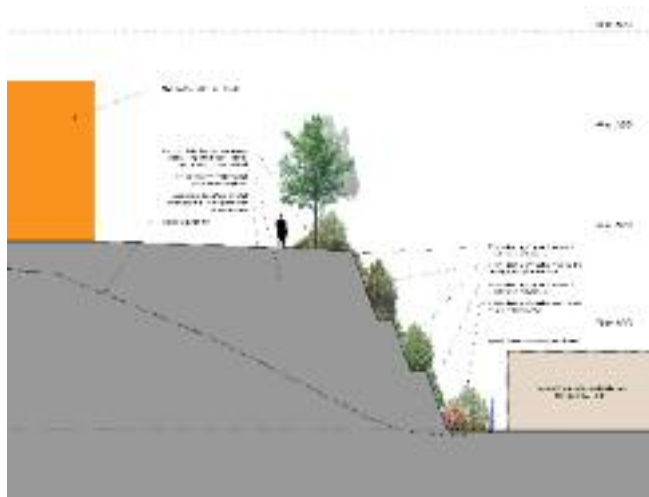
- proximity to and impact on neighbours to the railway
- potential visual impact
- operational requirements
- potential noise
- use of lighting
- use of sustainable materials

Construction of the depot and associated facilities would take 18 months >

- The construction period offers the potential for increased local employment. Further details of such opportunities will emerge during the construction phase. Facilities for cyclists will also be provided.

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Managing the environmental impact >



Cross-section of proposed maintenance depot building.

A full Environmental Impact Assessment (EIA) has been undertaken looking at: >

- Air Quality
- Cultural Heritage
- Contaminated Land
- Ecology
- Visual Impact
- Noise
- Socio-Economics
- Waste
- Water

Where issues have been identified during the Environmental Impact Assessment, measures have been developed to avoid or reduce the effects where possible. >

A number of mitigation measures have also been proposed: >

- Tree and plant screening to reduce visual impact
- Green wall alongside Coronation Sidings
- Acoustic noise barriers where required
- A Travel Plan to guide travel to work options for staff
- Sensitive design of buildings, including their lighting

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What Happens Next? >



Visualisations of how the new Thameslink trains might look.

Plans to build the two depots are still at an early stage but they are needed by 2012 to help keep the new trains running.



Before we progress these plans, we would very much like to hear your views on what you have seen today.



If you require further information please speak with one of the representatives present and fill out a feedback card so that we have a record of your views.

If you would prefer to speak to Network Rail at a later time, please call our 24 hour helpdesk on **08457 11 41 41**

If you would like to find out more about the Thameslink Program please visit:



www.networkrail.co.uk/thameslink

If you would like to find out more about the plans for new trains on the Thameslink route please visit:

www.thameslinkprogramme.co.uk