

# Thameslink Programme - The Big Picture

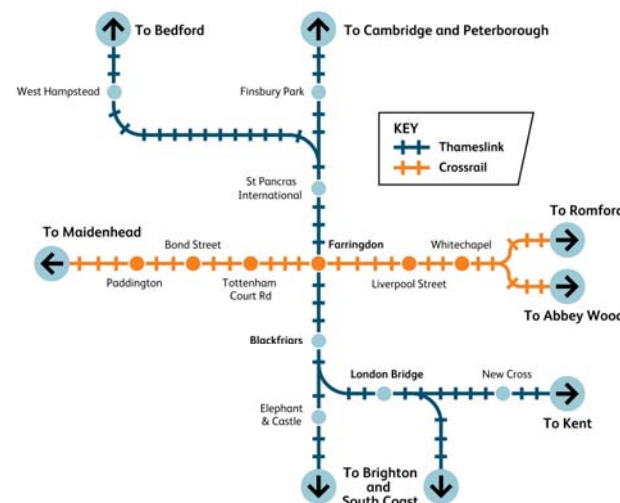
The Thameslink Programme will create a step change in capacity on the Thameslink route across central London.

This will benefit both people travelling on the existing Bedford to Brighton route and also those travelling from Peterborough and Cambridge, via Finsbury Park, into central London. Many of those trains will in future be diverted to the Thameslink route through a tunnel just north of King's Cross station.

Central London will see up to 24 trains per hour, in each direction, many of which will be 50% longer 12-carriage trains.

To deliver this increased capacity, a fleet of 1,200 new carriages will be built. The new trains need modern maintenance facilities and railway sidings long enough to accommodate them.

Following a careful site selection process, two new maintenance depots are planned. One at Three Bridges in Sussex and one near Hornsey.



A new London Bridge station will bring more trains through central London

# *Who's Involved?*

The project is strategically very important and supported by a number of key 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 the funder of the Thameslink Programme including the new trains and depots. It will choose the manufacturer of the new trains who will also ultimately build the depots.

**First Capital Connect** is one of three train operators on the Thameslink route and is a key partner in delivering the Thameslink Programme. The train operator will run the new trains and will have overall responsibility at each depot.



*Department for*  
**Transport**

**First**  **Capital Connect**

# The Site Selection Process

An extensive site selection process identified two sites for the depots – one at Three Bridges and the other near Hornsey.

## Criteria for site selection:

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

## Why Hornsey?

- The site is large enough to accommodate all of the required facilities
- The site is existing operational railway land
- There are good rail connections to the current and future Thameslink routes
- There is good existing road access to and from the site



Thameslink Programme staff undertaking site visits.



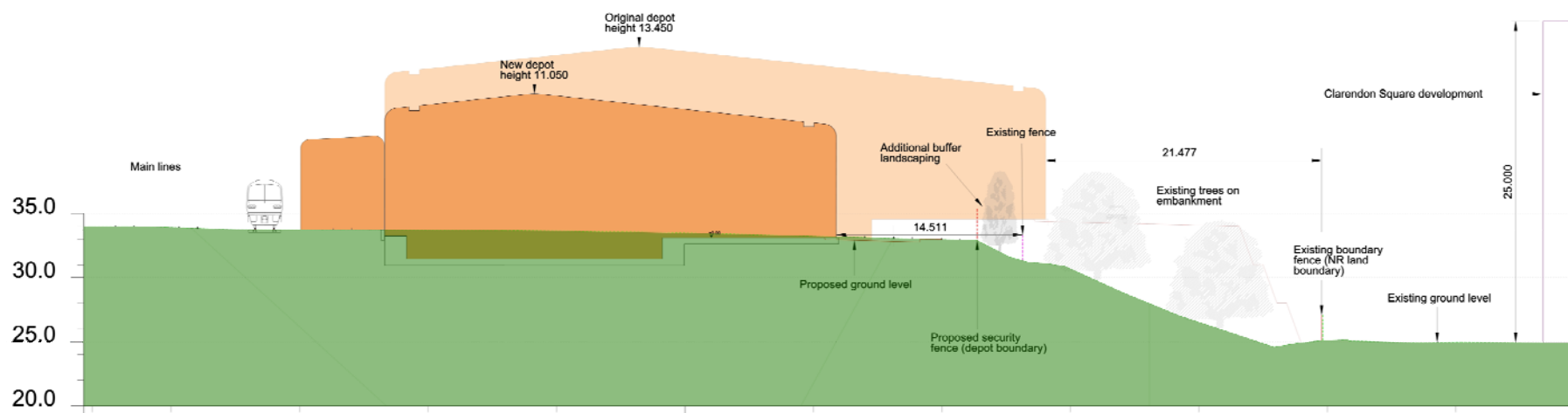
Thameslink Programme staff undertaking site visits.

# Why are we consulting?

An application for a train maintenance depot at Hornsey was submitted to Haringey Council in August 2009. Public consultation took place in advance of this application.

Since then, a reassessment of the depot requirements across the Thameslink route has been undertaken including taking into account comments received in response to the previous consultation. This has led to the revised scheme being proposed at Hornsey, including some changes to the previous scheme with an amended application to be submitted in March 2011 showing:

- A significantly smaller maintenance depot building (45% smaller building footprint and 2m lower)
- Reduced impact on the existing railway embankment and vegetation
- Minor adjustments to the location of other associated buildings



Typical cross-section through the depot building. The previously proposed depot is shaded light orange; the new proposed depot building is shaded dark orange.



# Features of Hornsey Depot

All of the facilities would be constructed on operational railway land

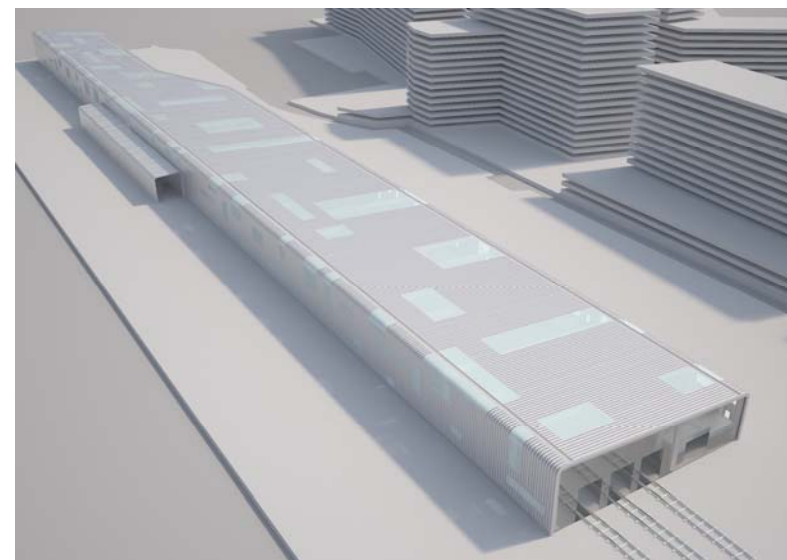
The new depot will be located at the northern end of the site on the existing Coronation Sidings, but will be significantly smaller than the previously proposed scheme. An enclosed train washer will be located beside the new depot.

Sidings, an enclosed underframe cleaning facility and a train washer will be located at the southern end of the site near the existing train depot which will remain.

The new scheme will require widening of the bridges over Turnpike Lane and New River, but works to the embankment will be significantly reduced, thus preserving existing vegetation.

Access to the facilities will be from Hampden Road with parking for cyclists and approximately 50 cars.

The scheme, once complete, will provide approximately 120 jobs and be a boost to local shops and other amenities.



Architectural visualisation of what the depot might look like (view from the south-west showing the proposed Clarendon Square scheme in the background).

# Design

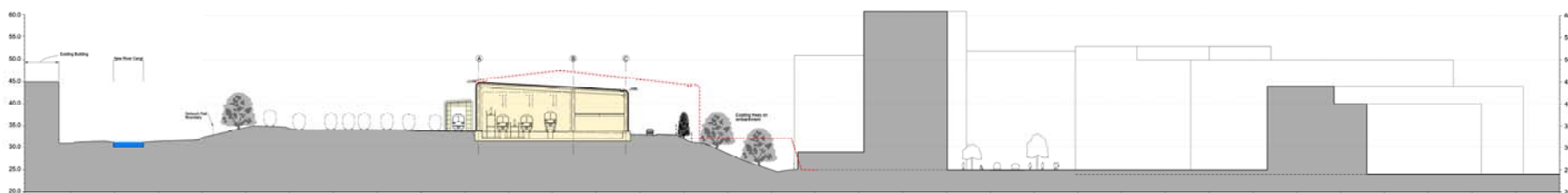
The design and layout of the amended maintenance facilities have been carefully considered.

The site has been redesigned to take into account existing and future neighbours.

Key considerations in the new design:

- Reducing the size of the depot as much as possible
- Protecting the railway embankment as much as possible
- Proximity to, and impact on, neighbours to the railway
- Reducing potential visual impact
- Operational requirements
- Reducing potential noise impact
- Sympathetic use of lighting
- Use of sustainable materials

Construction of the depot and associated facilities will take approximately 2 years, offering increased local employment opportunities (further details will emerge prior to construction).



Cross-section through the maintenance depot building.

■ New proposal layout

--- Previous proposal outline

# Looking after the environment

A full Environmental Impact Assessment (EIA) is being undertaken and will consider:

- Air quality
- Cultural heritage
- Contaminated land
- Ecology
- Visual impact
- Noise
- Socio-economics
- Water

The new scheme seeks to reduce potential environmental impacts, for example minimising the impact on the railway embankment and reducing visual impact by making the depot building smaller. Where issues have been identified, measures have been developed to avoid or reduce the effects where possible, for example:

- New planting to reduce visual impact
- Acoustic noise barriers as required
- A Travel Plan to guide travel options for staff
- Sensitive design of buildings, including their lighting



The view from Alexandra Palace: without the new proposed depot scheme (bottom); with the new proposed depot scheme (top)

# What Happens Next?

Before we finalise the proposals for the new depot and submit the planning application to Haringey Council, we would very much like to hear your views on what you have seen today. These will be considered in finalising our application.

Once this is complete we expect to:

- Submit the planning application in March 2011
- Start construction late 2011
- Commission the facility in 2014
- See new trains in service by 2015

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 like speak to us at a later time, please call Network Rail's 24 hour helpdesk – 08457 11 41 41.

If you would like to find out more about the Thameslink Programme and its impact on Thameslink route services, please visit: [www.networkrail.co.uk/thameslink](http://www.networkrail.co.uk/thameslink) or [www.thameslinkprogramme.co.uk](http://www.thameslinkprogramme.co.uk)



Visualisations of how the new Thameslink trains might look.



# What else is happening?

## More seats for you

Away from the Thameslink Programme, First Capital Connect has targeted crowded commuter services operating on this line, thus benefitting commuters from Hornsey:

- 11 additional trains (that's 41 more carriages) in service from December 2010 creating over 6,500 extra seats daily on rush-hour services into and out of Kings Cross and Moorgate
- In addition to the 5,000 extra seats added in May 2009



## King's Cross redevelopment

Network Rail is carrying out a huge redevelopment to create a better, brighter station with a large new concourse, better shopping, easier transport connections and the capacity to increase train services. A new public square will replace the existing concourse revealing the Grade I listed building its been hiding for nearly 50 years.



Artists impression of the Kings Cross Redevelopment