

## Frequently asked questions: Sidings

Here are some answers to the most frequently asked question we get about our sidings project:

### What works are taking place along the existing Cricklewood sidings?

We are planning to build a new station called Brent Cross West as part of the Brent Cross Cricklewood regeneration programme. We need to create space to build this new station by moving the existing sidings further to the east, as well as relocate and rebuild the existing train operators' compound and refuelling station for the diesel trains.

### What works have already been completed

We completed the train operators' compound in December 2019 and recently installed two permanent diesel fuel tanks for refuelling East Midlands Trains. We've also completed the southern end of the six-track sidings, enabling their regular use by trains. You can find out more about these works [here](#).

### What's happening over the next few months?

Now we need to complete the north end of the sidings and connect them up to the track so that trains can arrive and depart at both ends. Early next year the sidings will be fully opened from the north end as well and then we will be building the new sections of railway line which will realign the track to take it through the station.

### How long will works take to complete?

We handed over the sidings to Network Rail partially in June 2020 and fully in December 2020.

### How much noise will you be making; will it disturb residents?

Residents of the closest properties should notice less construction activity as we move our activity away from the Brent Terrace area to the north end of the sidings around the rear of the current Hendon waste transfer station. We will still be bound by construction environmental agreements with the planning authority which set strict limits on the times we can work and make noise.

### Why are you having to work at nights and weekends?

While we can carry out the majority of works during weekday daytimes, this is a complex construction programme which requires the neighbouring railway serving thousands of passengers a day, to remain open wherever possible. We can only operate in proximity to that live railway when trains aren't running or are less frequent hence night-time and weekend working.

### How many train carriages will the new sidings have capacity for?

Each sidings will have capacity for 24 carriages. Six sidings will mean there is total capacity for 120 carriages or 10 full length trains.

How if at all, are the new sidings an improvement on the previous ones?

The new sidings are being rebuilt to modern standards and have an enhanced signalling system compared to the old sidings but they serve the same function.

What are the operating hours of the sidings?

The sidings will be operational 24 hours a day, 365 days per year.

How many metres of rail have/will be laid as part of the new sidings?

Approximately 5.2km of single rail have been used to build 2.6km metres of track.

How many OLE gantries have/will be put up?

35 overhead line installations will have been put up by completion of the project.

Will sidings operations be at their maximum straight away?

While the sidings won't be fully operational from the north end until the end of the year, train operators will be able to use them to full capacity. This will generally mean a maximum of three trains using them at any one time (the capacity is 10).

How loud will they be?

The new sidings will be no louder in operation than the previous ones. Measurements taken in before the new sidings were built showed that noise levels did not exceed 48db. The most significant noise will come from idling diesel trains but this is being mitigated using acoustic barriers. Diesel trains are being phased out by East Midlands Railways but there will always be the capacity for other diesel trains to be refuelled at the site.

How big is the temporary acoustic barrier?

The temporary acoustic barrier is approximately 200 metres long and varies between 2 metres and 2.6 metres high along its length. It is close to the source of the sound, the sidings, and this will shield residents from the noisy train activities and keep within the limits set out in our planning permission.

Will the railway 'road' behind Brent Terrace be removed?

There are no current plans to remove the road, however, Barnet Council holds an option on this land and it is likely that it will form part of the later development of the Brent Cross Cricklewood scheme.

Will there be lights on overnight?

Some lighting will be necessary for the road leading to the refuelling station although it is anticipated this will be dimmed at night and will point away from residents' properties.

Who do I call if there is too much noise?

Residents can call Network Rail on 0345 711 4141 who will trace and resolve the issue with the train operating companies, or if the noise is causing immediate or ongoing distress then they can get in touch with the [Local Authority Environmental Health Department](#).