

Benefits of North London Light Rail

Boris wants orbital travel in outer London

- east-west line would interchange with ALL radial lines
(there is no wide-area bus alternative)

Light-rail can share freight and abandoned track-beds

- civil engineering mostly modest
(although crossing M1 would be expensive)

Light-rail can avoid “big scheme torpor”

- short but viable “Phase One” can later be:
 - *lengthened*
 - *diverted to new developments*
 - *have intermediate stations added*
 - *gain second tracks on single-track sections*

Light-rail needed for significant modal shift from cars

- middle classes do not use buses – have low status
high-intensity bus services are meaningless:
 - *cannot be sustained elsewhere (made worse by road congestion due to Brent Cross)*
but “elsewhere” is not considered a Brent Cross problem

Light-rail can only be chosen after detailed study

- passenger levels (*e.g. frequent services between Underground lines*) are likely to justify this

Light-rail system does not need on-road running

- existing “free” bridge over the North Circular Road, and existing route under the A41 roundabout
- Similar possibilities at Colindale and Wembley
segregated railway allows automatic trains, so staff can (passively) maintain the high-quality environment

Light-rail uses established technology

- based on 20-years experience of the Docklands Light Railway
(including intensive single-track running)

Light-rail maintained and controlled from existing DLR facilities at Poplar and Beckton

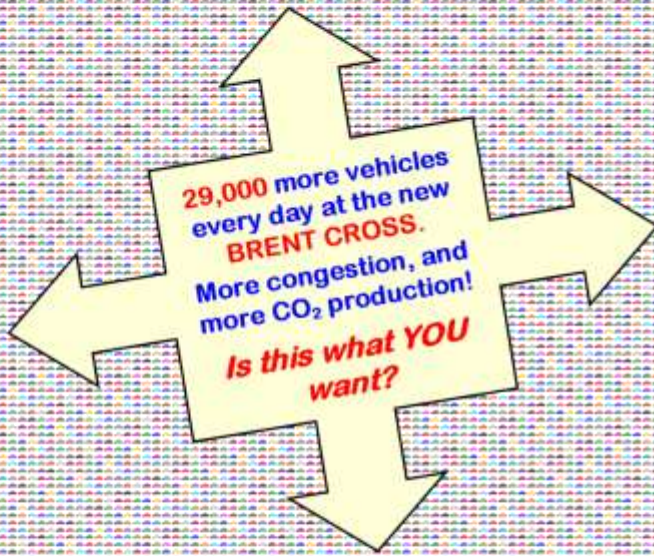
- *Initially, only light maintenance done locally*
- *local control and administration added later.*



Example of light-rail low-cost station
(could be built parallel to existing station, perhaps later)

Brent Cross planning application

complies with Barnet's "Development Framework", meaning:

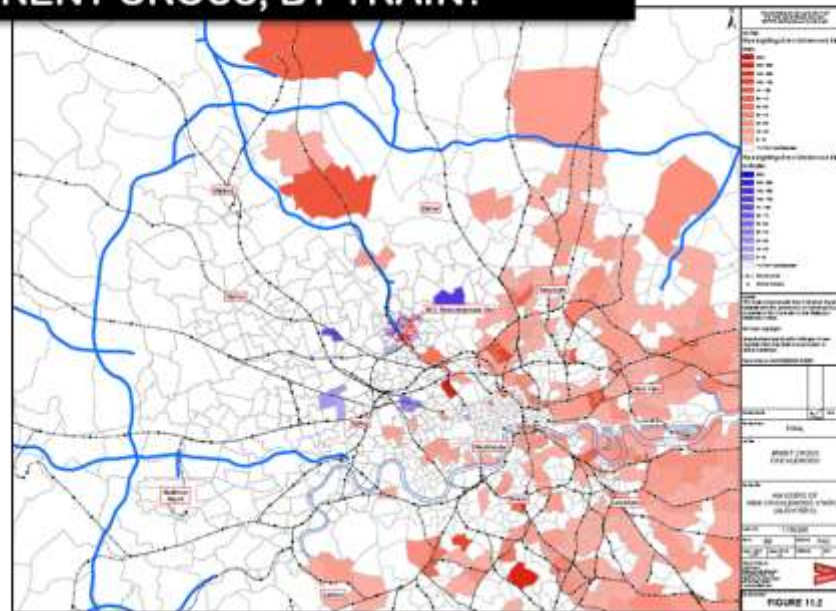


28,999, 29,000

Who will get most of the extra cars?

**“MORNING ALIGHTERS” AT BARNET’S
NEW BRENT CROSS, BY TRAIN:**

Map source:
New Station Line Capacity Summary
18 June 2007
Doc No: D100130013 Rev 01
Geoph
Wilson



← ORIGIN (in red)

← DESTINATION (blue)

So whose roads get most of the 29,000 extra vehicles?

♦ A: the north

♦ B: the south

♦ C: the east

♦ D: ***Brent, of course!***

The Mystery of the Closing Station

These final four pages show the virtual certainty that Cricklewood station will close, if another station is built.

Light-rail COULD replace Cricklewood (and Hendon) stations, but a new station AND light-rail seem unaffordable.

The developers do not admit Cricklewood is threatened:

“There are no plans to close Cricklewood Station and in fact, as part of our plan, we are improving the station, including step-free access. And anyway, the new station is not operational for between 8 and 10 years.”


But in their document of 7 February 2007:

*“To establish the effect of introducing a new station at Cricklewood. Variant 1D: This was as variant 1B [that all Thameslink services stop at the new station] **but with no trains stopping at the old station.** SUMMARY OF RESULTS: **Scenario 1D gives the best result.**”*

Almost (agreed not quite) a smoking gun.

Cricklewood Station

March 2006

	Thameslink Programme Projects and Engineering	Document Reference Number
Doc. Type:	Report	N000 RC 2235206 3.0

6.0 Cricklewood Station



For 12-car operation it is proposed that the platforms are extended at the north (country) end

Freight tracks



Potential fifth platform for turn back / depot use



Cricklewood Station

March 2007



	Thameslink Programme Projects and Engineering
Doc. Type:	Reporting Minutes

Document Reference Number			
Prog. No.	LD Code	Sequence No.	Version
N000	RM	2 9 9 7 1 6 7	1.19

Meeting No. 5 of the
Thameslink Programme
Change Control Panel
Conference Room 1, James Forbes House
Thursday 01 March 2007



18.2

MT and RO discussed the necessity for development works at Cricklewood as there was potentially a scheme external to Thameslink for the development of a brand new station

18.4

The Panel:
DEFERRED the change request for 12 car platforms at Cricklewood.

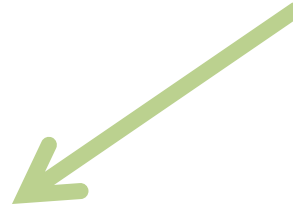
Cricklewood Station

October 2007

Infrastructure Investment Thameslink Programme Priority	Cost £100M	Document Reference Number						
		Year	Contract	Station	Station	Station	Station	Station
		1998	11000	1011	1012	1013	1014	1015

Thameslink Programme

DfT Response Transmittal For
Cricklewood & Kentish Town



Taking cognisance of the new station development and the re-modelling of Cricklewood sidings any works done at the current Cricklewood station would be potentially abortive cost.

...

Once the new "Cricklewood" station becomes operational a decision will have to be made as to the future use of the current Cricklewood station.