

What's happening?

Traffic and Noise Management at Islington Triangle

Overview:

The Canal Tunnels connect the East Coast Main Line (ECML) to the Thameslink route at the northern end of the St. Pancras International Low Level station. This infrastructure was constructed as part of the Channel Tunnel Rail Link; however the structures were never fitted out. Network Rail and Balfour Beatty Rail are now to bring them into use as part of the Thameslink Programme.

The majority of works will be underground in the tunnels or at St Pancras Station, and are unlikely to impact on neighbours in terms of noise or vibration, and Section 61 consent is not required. However the worksite compound is located at the northern end of the tunnels at Islington Triangle (see image below) where there is a retained cut / ramp where the track will eventually leave the tunnel and join the ECML.

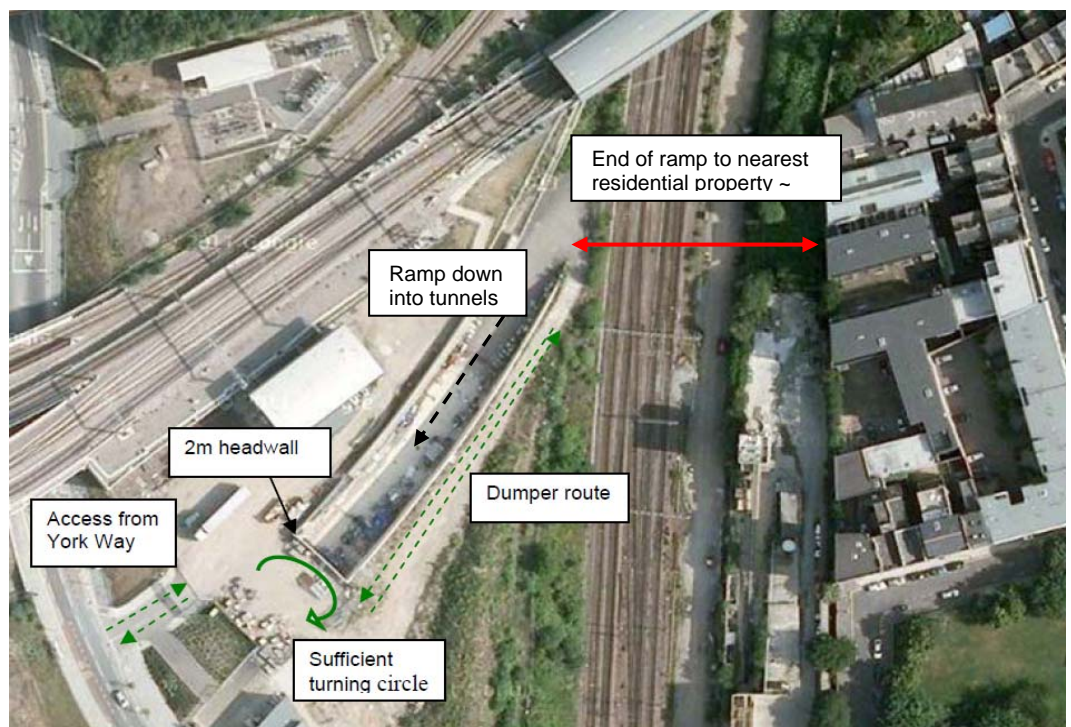
The end of the ramp is only 60 metres from the nearest residential properties on the other side of the ECML. Deliveries of materials, concrete and workers will arrive and enter the tunnel from this area during days, nights and weekends. A Section 61 wasn't necessary for this but a noise management plan and agreement with LBoI was needed in order to minimise impact on the neighbours.

Standard BPM was applied e.g. super-silenced generators, well maintained equipment and staff training. In addition, welfare facilities and equipment have been positioned inside the retained cut which creates a large acoustic shield and obscures line-of-sight to the neighbours. Night time delivery and unloading of concrete onto dumpers was a major concern in terms of reversing alarms at night. A traffic management solution was developed to

eliminate the need for reversing – in which dumpers drive out to meet the concrete wagons in an area with a sufficient turning circle (see image below).

Benefits:

- **Compliance with TLP Noise and Vibration Policy and BPM for management of noise and vibration**
- **Traffic management eliminates need for reversing and reversing alarms**
- **Simplified required spec for delivery and other vehicles (e.g. white-noise alarms)**
- **Section 61 not required, saving time on programme**
- **Maintaining good relationships with local authorities and neighbours**



Meeting our objectives & targets:

This initiative meets the following objectives from the SDCS:

- **Eliminating Noise and Vibration in the communities in which we are working**