



What's happening?

Best practice at Farringdon - new roof installation

Overview

One of the biggest changes to Farringdon station under the Thameslink programme is the installation of a new roof over the north end of the platforms, providing far better shelter from the elements and encouraging passengers to use the full length of platforms – reducing overcrowding within the station.

However, the original roof design was proving impractical. The intended 6.5 metre roof sections were expected to be expensive and difficult to install, making it harder to complete the programme to time and to budget.

By involving the contractor at an early stage, changes were made to the design of the roof – with a switch to 3 metre roof sections and a change to how the sections could be installed. In turn, this reduced the number of rail closures needed to put the roof in place and made the work, cheaper, easier and less disruptive to undertake.

Benefits

- A 73 % reduction in rail closures related to roof work – with four ‘possessions’ instead of 15
- A saving of circa £300k because smaller roof sections need a smaller crane, removing the need for bridge strengthening work where the crane would sit
- A further £200k saved by removing the need for a ‘crash deck’ to protect the track

from the work above, because of changes to how sections can be installed

- Less construction in a residential area because smaller roof sections could be built off site and brought in already complete
- Fewer road closures and traffic diversions needed to carry out the work

Targets and objectives

The changes to the installation methods of the roof helped meet our targets in the following areas:

- Sustainable Design and Construction strategy – transport; energy & carbon; effects on neighbours
- Targets & objectives - restrict carbon emission; no enforcement action for statutory nuisance or other legal non-compliance
- CEEQUAL - energy; nuisance to neighbours