

Memorandum

Project: Barbican Estate: LUL Noise and Vibration
Subject: TfL Letter of 7th January 2019
Prepared: Vernon Cole
Date: 13 March 2019
Reference: 18/0197/M3 **Revision:** 1 **Approved:** -

The letter from Duncan Weir of 7th January 2019 responded to the Cole Jarman Report of 18th November 2018. It is felt that some of the points made do not respond with sufficient technical rigour to the mitigation options set out the in the report, and further clarification would be appreciated.

The points in question are:

Defoe House

- What were the elements of the ballasted track renewal that took place on the inner rail under Defoe House in September 2018 that led to a noise reduction of 8 dB?
- If there was no similar intervention on the outer line, can TfL confirm whether the associated noise reduction of 3 dB for trains operating on that line is likely to be within the repeatable measurement range rather than an unknown consequence of the works to the outer line?

Signalling Renewal

- Can the timeline for the signalling upgrade be confirmed?
- Can TfL confirm that no rail joints between Barbican and Moorgate stations will be required for signalling purposes as a result of the upgrade and existing joints will be removed?

Thresholds

- The letter states that there are no legal limits on the amount of noise that can be emitted from trains operating on existing railways, and decibel levels are not applied to noise complaints. Can TfL offer their own insights into what levels might constitute a trigger for treating a noise complaint as being worthy of quantitative investigation or mitigation?
- Can TfL confirm the approach taken to prioritising which sections of the track should benefit works when complaints are made?



TfL Letter of 7th January 2019

Ballast Mat

- Setting aside the issue of cost, it is indicated on the last page of the letter that the introduction of track matting would have little to no effect. What technical evidence can be supplied by TfL to support this statement?

Brandon Mews

- It is indicated on the last page of the letter that replacing the bull head rail and timber sleepers (with flat bottomed rail on concrete sleepers) would in all likelihood not reduce the noise. Since this is exactly the change that led to the 8 dB noise level reduction under Defoe House can TfL be clearer on why this would be ineffective beneath Brandon Mews?
- The points and crossings located directly beneath Brandon Mews are considered to be the overriding feature of the track in this area that leads to high levels of noise and vibration. Can TfL confirm that they will consider seriously whether their removal is a viable proposition given that they are not required on a day to day operational basis?
- If removal is not viable, can TfL confirm they will explore the costs of moving the points and crossings to a location where noise and vibration generation is less sensitive?

■ End of Section