Platforms 4 and 5 form the only station facilities available for reversing trains from the north under contingency plan Alpha One.

Current sequence of movements:
* 1. Incoming southbound train arrives and unloads at #4
* 2. Empty stock reverses via trailing crossover to DF behind shunt signal 68
* 3. Stock sets back to #5 ready for loading and northbound departure

Possible ‘quick win’ improvement A:
* Shunt signal 68 on DF moved north, clear of next crossover
* Additional ‘Limit of Shunt’ provided at south end of #6/7 track
* Interlocking changes to allow DF shunt signal 68 to route trains to both #5 & #6/7

This would allow busy northbound trains to load simultaneously or alternately in #5 and #6/7 to assist in handling crowds in concourse and passageways and permit more leisurely boarding.

At Approx. 220m, insufficient standage available for full length intercity or outer suburban train between signal K375 & Canonbury Tunnel mouth.

Possible ‘quick win’ improvement A:
To gain extra usable standage for reversing:
* Signal K375 might be moved approx 60m towards FP (under Emirates Stadium access footbridge).
* Junction turnout looks excessively long for speed - might be replaced by shorter example to gain (say) additional 20m.
* Tunnel lighting and walkway improvements for safe crew access (space available as single track in former double track tunnel)