

Questions for Crossrail

1. From Crossrail's depot selection criteria, Romford Gasworks (GE14) and Romford Goods Yard (GE15) were both seen as having safety issues and operational constraints but when combined, these issues no longer applied.

What were these safety issues and operational constraints?

Both GE14 and GE15 would have required Crossrail trains to access the proposed depot by crossing the Great Eastern Main Lines. This would have caused unacceptable safety and operational conflicts with other freight and passenger services.

2. How were these safety issues and operational constraints alleviated?

The preferred depot option alleviates these constraints through the proposed development of a "diveunder" from Westlands Playing Fields to the industrial and railway land on the southern side of the railway.

3. How was this different to the other sites such as Ilford and Slade Green?

Cross London Rail Links Limited (CLRL) have been advised by the current owners of railway land at Ilford that it will continue to be used for other railway purposes. The suitability of land at Ilford for a possible facility for Crossrail could be reviewed if this situation changes.

It was decided that the only viable location for a depot would be along the Great Eastern Line because this is where Crossrail would start operating services during the phased construction and introduction of the scheme. The option at Slade Green was ruled out primarily on this basis.

4. From Crossrail's depot selection criteria, why was Romford NOT seen as a site with, eg :- **Poor accessibility?** - odd shaped piece of land that requires great loss of green belt to access.

Community impacts? - residential area and loss of sports land and wildlife area.

Construction difficulties? - having to build a tunnel, a bridge, lower part of Jutsums Lane, remove at least 1 gasometer and redirect a gas main.

Environmental Impact? – again the sports land and wildlife area.

Constructional costs? – having to build a tunnel, a bridge, lower part of Jutsums Lane, remove at least 1 gasometer and redirect a gas main.

Conflicts with local planning policy? - against UDP, footpaths & open space registration currently lodged with LBH legal department.

There are many hornbeam trees that can only be removed with planning permission.

All of the depot options considered presented significant constraints. The preferred depot location at Romford presents a number of accessibility, community, construction, environmental, cost and planning policy issues. These significant issues are being addressed as part of the ongoing Environmental Impact Assessment (EIA) and more detailed depot design process that will take account of comments received during the current consultation programme.

5. There are areas nearer to the M25 that have fewer residents, a noisy polluted motorway, extremely easy access, no tunnels or bridges to build and possibly only slightly more green belt loss compared to the Romford site.

Can we have detailed documentation of reasons for deleting all the other sites?

The depot options nearer to the M25 were discarded primarily because of the conflict with Green Belt planning policies.

A summary of the reasons for discarding different depot options has been provided as part of Round Two consultation programme. If CAG would like more details on specific sites this can be discussed as part of ongoing consultation.

6. According to an article in the Romford Recorder Jan 23rd 2004, Maylands was still Crossrail's preferred site, yet on Feb 24th 2004, these plans were said to have been scrapped in favour of a new alternative site near Romford Station which previously had safety issues.

Why the sudden change of plan?

The Romford Recorder article was misinformed. At that time, CLRL had not decided on a preferred site and was still considering "Maylands" and Romford as potential depot options.

7. Crossrail's preferred depot site is a highly residential one out of the 42 considered.

In view of this, can Crossrail supply cost benefits for all the sites considered?

The preferred depot location was not selected simply in terms of costs and benefits but in accordance with the Government "Guidance on the Methodology for Multi-Modal Studies" (GOMMMS) Framework.

A summary of the reasons for discarding different depot options has been provided as part of Round Two consultation programme. If CAG would like more details on specific sites this can be discussed as part of ongoing consultation.

8. At least one gasometer is to be removed to make way for the depot. This and other activities will leave contaminated ground exposed.

What sort of contamination do Crossrail expect to find and how long will the effect last for?

CLRL has requested detailed information concerning possible contaminants from the owner of the gasworks land. A detailed site investigation is proposed subject to access arrangements.

Typical contaminants associated with gasworks include acids, heavy metals, solvents, carbon, creosote, lignins, phenols, PAHs, benzene, toluene, ethylbenzene and xylene (BTEX), styrene, ammonia, cyanide, sulphate, coal tars and asbestos.

9. How will residents be protected from whatever is found?

CLRL will develop a Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulations.

Safety procedures in accordance with the relevant standards set by the local authority and Environment Agency would also be adhered to. A Crossrail Construction Code of Practice is being developed that a potential contractor on behalf of Crossrail would have to follow.

10. What emergency plans for the build will be in place to deal with gas escapes etc?

CLRL will develop a Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulations.

Safety procedures in accordance with the relevant standards set by the local authority and Environment Agency would also be adhered to. A Crossrail Construction Code of Practice is being developed that a potential contractor on behalf of Crossrail would have to follow.

11. To what degree have or will these emergency plans be tested?

The Construction Phase Health and Safety Plan and the Construction Code of Practice will be developed in accordance with relevant standards and best practice.

12. Are there enough police, ambulance and fire resources available in the area to control any incidents?

Following discussions to date, it is anticipated that there would be sufficient emergency resources available. High level discussions with the London Fire & Emergency Planning Authority (LFEPA) have been held. More detailed discussions will take place with LFEPA and local authorities in this regard as the project design progresses.

13. If there are not enough emergency resources will additional be supplied while the build works are going on?

Following discussions to date, it is anticipated that there would be sufficient emergency resources available.

14. If Crossrail plan to undertake land decontamination, will they be furnishing a copy of their method statement, for example will the work be carried out on site in accordance with the forthcoming European Directives, and if so what noise and disruption will this cause?

Safety procedures in accordance with the relevant standards, including European Directives, would be adhered to.

A Crossrail Construction Code of Practice, including safety procedures, is being developed that a potential contractor on behalf of Crossrail would have to follow.

The potential environmental effects are being considered as part of the EIA.

15. Westlands (Romford Playing Fields) was eliminated from the selection process due to the environmental impact. A large part of this will be lost in the construction process to access the proposed depot.

Why has the environmental issue now been disregarded?

This important issue has not been disregarded. The potential impacts upon Westlands Playing Fields are currently being reviewed as part of the EIA. The proposed depot could temporarily require the use of 2-3 playing fields during construction. However, the current use and layout of the playing fields is being examined to try and avoid permanent disruption. Discussions concerning some of the potential effects have been held with the London Borough of Havering. Results will be shared with CAG as part of ongoing consultation.

16. Westlands is greenbelt land and is used extensively by schools and clubs within the east London area. There are many sports events held there over the year. The Crossrail development will remove almost half of this facility. This land is also integral to the Dagenham Corridor as recognised by the Department of Environment.

Has Crossrail consulted the local authorities and been in receipt of a favourable response supporting this plan?

Discussions have taken place with the London Borough of Havering and the London Borough of Barking & Dagenham concerning the potential implications for Westlands Playing Fields. The local authorities have expressed some concerns that are being addressed as part of the EIA.

17. Next to Westlands is Westlands Rough, an area of natural land which is a focal point for the area and well used daily. It contains a significant number of rare and endangered species protected under UK and EU legislation.

According to the latest plans, the proposed tunnel will barely clip the far corner of Westlands Rough, so why do Crossrail intend to take about 2/5 of this land?

Following discussions with the London Borough of Havering the proposed temporary construction boundary has been significantly changed to reduce the potential impacts upon Westlands Rough.

18. Residents have been given different plans and information simultaneously from Crossrail leaving them confused and uninformed.

THIS IS NOT CONSULTATION!

Why was the Crossrail Public Information centre at Liverpool Street Station situated on platform 1 (Trains to Chingford) and not near to the platforms where passengers who might use Crossrail in the future?

The station operators allocated Crossrail the dedicated exhibition space near platform 1. It is our understanding that this is for public safety reasons.

19. Why were the plans of the Romford Depot shown there not current?

The Liverpool Street Information Centre was primarily targeted at the potential implications for the Liverpool Street Station environs. However, more general project information, including some of the depot issues was available. People with more detailed enquiries about the proposed depot were advised to contact the Crossrail Helpdesk, check the Crossrail website or visit the Romford Information Centre.

20. Have Romford residents been in receipt of the same level of notification as other areas, ie Richmond and Maylands?

Crossrail publicity and consultation has been carried out in areas across London concurrently and comparably.

21. The initial consultation exercise in December 03 failed to mention a depot on the current preferred site in Romford, therefore this means this is our first consultation.

This surely constitutes misrepresentation combined with the failure of Crossrail to notify affected residents?

During the initial round of consultation the depot selection process was still being carried out. However, it was publicly stated during Round One, and at various public meetings held late 2003/ early 2004, that consultation on the depot issues would be carried out as part of Round Two following a Government announcement on the future of the scheme.

22. Green belt land in a large market town like Romford is uncommon therefore extremely vital to the area.

Why has Crossrail discounted areas further away from London, Shenfield for example, that would be able to absorb a depot much better in it's green belt areas without too much effect?

Government planning policy states that Green Belt land should only be altered in exceptional circumstances and only if the Secretary of State can be satisfied that the proposed development has been considered within urban areas.

Despite some of the potential effects that the preferred depot location presents, CLRL felt that many of the other depot options held unacceptable Green Belt implications. Most of the potential Green Belt effects at Romford would be temporary during the construction phase. Additionally, Government guidance encourages the

use of brown field land. This is consistent with Crossrail's proposed use of the railway and gasworks land at Romford, much of which is not in current use.

23. Slade Green has new extensive training facilities in Crayford. Slade Green has a very large area of empty open brown field land.

Why was this area ruled out as a preferred site?

It was decided that the only viable location for a depot would be along the Great Eastern Line because this is where Crossrail would start operating services during the phased construction and introduction of the scheme. The option at Slade Green was ruled out primarily on this basis. Although Crossrail proposes to stable some trains at Slade Green, much of the land in the area is in fact Green Belt land.

24. Enough space at Ilford depot is available and being near the A406, readily accessible.

Why was this area ruled out as a preferred site?

There is not enough space available at Ilford for a Crossrail depot.

CLRL have been advised by the current owners of railway land at Ilford that it will continue to be used for other railway purposes.

25. The local residents and proposed mental hospital unit situated near to the proposed depot will have to endure noise, lights and air pollution. This will impair the health and safety of the affected individuals.

Will recompense be forthcoming?

The potential effects of the proposed depot are currently being considered as part of the EIA. These issues would be addressed on a property-by-property basis. In some cases, if mitigation measures are not sufficient compensation would be considered.

26. Schematic plans show 8 tracks going into the proposed depot with a capacity of 15 sidings.

Do these plans take into account the radii required to move trains into the sidings and depot?

Yes.

27. Will Crossrail supply accurate scaled drawings and architect drawings with dimensions for the whole Romford project?

Yes. If CAG would like more information in this regard it will be addressed in ongoing consultation.

28. What effect will acid bath washing and cleansing have on the water table and local water courses?

It is not proposed to use acidic materials for washing Crossrail's modern rolling stock.

29. If acid is not to be used, how will the trains be cleaned?

Modern day wash plants are designed to provide up to 95% recycling of water and thus require drainage for the residual 5% of waste water (slurry).

30. Where will the dirt and chemicals go?

A slurry tank would be used with road access for the removal of any waste products.

31. Chemicals used for graffiti cleaning are also highly toxic to the environment. The drain capacity in this area is already bad and the roads have been dug up in previous years to make repairs to allow for the present capacity.

With additional water, dirt and grime, will the drains be replaced to accommodate this extra capacity or will the residents have to suffer again from overflowing main drains?

Discussions with the local authority and Environment Agency are taking place to ensure that all necessary consents are obtained. The construction and operation of the proposed depot is not expected to have an effect on local drains.

32. What processes will be employed for paint spraying and what measures does Crossrail have in place to prevent excessive venting of volatile hydrocarbons that are carcinogenic?

Although a paint shop has been identified as a possible requirement for a Crossrail depot the detailed scope of a paint shop is still being considered. However, any works would be remedial repairs on a very small scale such as for graffiti removal.

Site train cosmetic finishing is now more commonly undertaken through the use of transfers and decals.

Under legislation any paint facility proposed has to be licensed and regularly monitored by the local authority and any air emissions arising from the operation will be controlled by the Local Air Pollution Control (LAPC) and the Local Air Pollution Prevention and Control (LAPPC) systems which control emissions to the atmosphere.

As the use of a painting facility for Crossrail would be infrequent, it is possible that train painting could be outsourced to another depot such as Ilford.

33. Do the quick-drying paints to be used contain a chemical called toluene?

Toluene is heavier than air and is highly toxic.

Toluene has not been used in train painting for many years.

34. What accelerants will be being used, eg VOCs, for paint drying?

Site train cosmetic finishing is now more commonly undertaken through the use of transfers and decals.

Under legislation any paint facility proposed has to be licensed and regularly monitored by the local authority and any air emissions arising from the operation will be controlled by the Local Air Pollution Control (LAPC) and the Local Air Pollution Prevention and Control (LAPPC) systems which control emissions to the atmosphere.

35. Will these highly flammable chemicals be stored on site?

These issues are being considered as part of the ongoing design and operation of the proposed depot.

Site train cosmetic finishing is now more commonly undertaken through the use of transfers and decals.

36. The depot workers will undoubtedly be wearing protective clothing but how will you prevent fumes entering the local atmosphere?

Under legislation any paint facility proposed has to be licensed and regularly monitored by the local authority and any air emissions arising from the operation will be controlled by the Local Air Pollution Control (LAPC) and the Local Air Pollution Prevention and Control (LAPPC) systems which control emissions to the atmosphere.

37. Why can't the depot and stabling area be separate sites?

It is preferable for operational reasons to have the maintenance facilities and stabling in the same vicinity. However, it is possible to separate them. Crossrail proposes train stabling at several other locations such as Gidea Park, West Drayton and Slade Green, to enable trains to begin service with the minimum practical empty stock movements.

38. The construction of the tunnel, access road, track laying and worksite maintenance site will have an affect on the daily life on St. Edwards School and residences situated only yards away.

What action will Crossrail undertake to ensure NO RISK to these parties?

Risks would be managed by the Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulations.

39. There will be health and safety issues with St Edwards School.

Can Crossrail provide a risk assessment?

Risks would be managed by the Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulations.

40. How will construction noise from track compacting machines be ameliorated?

CLRL will endeavour to employ the best practicable means (BPM) during construction and operation of the proposed railway. Prior consent would be sought for authorised works through Section 61 of the Control of Pollution Act. Each application would include a detailed description of the works, noise calculations, how BPM would be implemented, monitoring proposals and reporting. Environmental Health Officers at the local authority would be consulted on the proposed consent submission and reasonable conditions agreed to help control the effects of noise.

Potential noise effects and mitigation measures are being considered as part of the EIA.

41. When construction is complete, slow moving rolling stock will have an effect on the school and residents as the trains move back and forth through the tunnel and out onto Westlands.

How do Crossrail intend to dampen noise amplified by the tunnel?

The potential noise effects and mitigation measures associated with the tunnel are currently being assessed as part of the EIA.

42. One of the Government's policies in conjunction with the National Playing Fields Association is to prevent sports playing fields being used for development, in order to encourage maximum participation of sports by the nation's youth as part of its anti-obesity campaign and recently supported by Tessa Jowell and Charles Clark.

Our future Olympic champions have to come from somewhere, sadly it won't be from Romford if local development continues.

How does Crossrail reconcile its plan with these policies?

The potential environmental and community issues of the proposed depot are being considered as part of the EIA. The current use and layout of the playing fields is being examined to try and avoid permanent disruption. Discussions concerning some of the potential effects have been held with the London Borough of Havering.

43. Havering's roads are already congested and polluted to the point where it is considering employing hydrogen buses. The construction of the new Oldchurch Hospital and various other projects make the situation even worse.

Due to the remote locations of the proposed Crossrail sites from principal roads, ie M25, the level of congestion will be increased by Crossrail construction vehicles.

What are the projected number of vehicle movements to and from the Crossrail sites over a 24 hour period and what type of vehicles would be used?

These issues are currently being assessed as part of the Traffic and Transportation Assessment that will form a part of the EIA. Preliminary discussions have been held with the London Borough of Havering and the London Borough of Barking and Dagenham and a number of options are still being reviewed.

44. As this will undoubtedly have safety implications, what consideration have Crossrail given to this, bearing in mind the large number of schools located in the district?

These issues are currently being assessed as part of the Traffic and Transportation Assessment that will form a part of the EIA.

45. How will the added road congestion affect emergency response times?

These issues are currently being assessed as part of the Traffic and Transportation Assessment that will form a part of the EIA.

46. Wheel squeal will be generated. This is an inherent problem with metal against metal that can only be alleviated by using straight tracks and grease.

As there are no large bends or curves on the current track layout, the proposed bends and curves will be an additional noise hazard.

How does Crossrail propose to mitigate against it ?

This is currently being assessed as part of the EIA. CLRL will endeavour to employ the best practicable means (BPM) during construction and operation of the proposed railway. The layout of the depot is being designed to minimise wheel squeal. Compared to Ilford depot for example, the proposed Crossrail depot would have more generous track curves.

Regular track maintenance and flange oiling would also help minimise wheel squeal.

47. What will their maintenance schedule be to maintain this proposal?

Maintenance would be carried out to ensure the rolling stock is in good working order. Regular checks would be carried out in line with general railway maintenance.

48. Residents and schools from Whalebone Lane right up to the Waterloo Estate will have to put up with low frequency noise from slow moving rolling stock.

As low frequency is often more damaging to people's health how will Crossrail mitigate against this problem?

Low frequency noise is currently being assessed as part of the EIA. Any mitigation measures would be considered as part of this process.

49. Will existing commuters be subsidising the Crossrail service through premium rate fares?

It is proposed that Crossrail is funded through a mixture of public and private contributions. The Transport Secretary and the Chancellor are currently examining options for the funding of Crossrail.

50. Can Crossrail produce a risk assessment of the production of industrial pollutants emanating from their sites?

This would be managed by the Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulation, and the Environmental Management System, a statutory document required under Environmental Impact Assessment regulations.

51. What areas will be lit across the whole Romford development (specific in lumens)?

A visual and landscape assessment is being carried out as part of the EIA. It is worth noting that it is not current railway practice to use high lighting towers such as those employed at Stratford and Ilford. These have been abandoned in favour of low targeted lamp poles.

52. To what intensity?

A visual and landscape assessment is being carried out as part of the EIA.

53. To what extent?

A visual and landscape assessment is being carried out as part of the EIA.

54. Given the angle of lighting required to light the depot to current safety standards, can Crossrail say what type of lighting is to be used, how high the lighting will be to current ground level, and what mitigation measures they will take on their boundary to ensure no disturbance to residents?

A visual and landscape assessment is being carried out as part of the EIA.

55. Will the depot be extended or will this be the limit of the project for at least 30 years?

It is assumed that Crossrail will operate using 10-car trains. However, capacity is being set aside so that the depot facilities could accommodate 12-car trains. There are no other proposals to extend the depot facilities.

56. Westlands, 208 Crow Lane and West Ham's FC training ground are to be used for worksites and construction areas.

What happens to the land when all construction is finished, will these areas be reinstated to greenbelt status or be sold for other development?

At this stage it is expected that the land would be reinstated. However, this would be subject to the existing landowners and local planning policies. Crossrail would not have the ability to acquire land for property development.

57. A few years ago during a prolonged spell of rain, burials in Crow Lane cemetery were halted for a significant period, due to a rise in the water table level, newly dug graves were flooded.

With the amount of construction work in the area already i.e Oldchurch Hospital and various housing developments, have Crossrail looked into the effects of their construction work on the water table?

The construction and operation of the proposed depot is not expected to have a significant effect on the local water table.

Discussions have taken place with the Environment Agency concerning flood risk issues. More detailed investigations will be carried out, including with the local authorities, as part of the ongoing depot design process.

58. How do Crossrail intend to implement the change of water course on Westlands without affecting adjacent properties?

Options for the management of the water course are being discussed with the Environment Agency and the London Borough of Havering.

59. The removal of hundreds of trees from the local area will also affect the water table. At present, homes in this area are not affected by water damage.

Will Crossrail fully compensate residents when the water previously drawn by trees starts to raise the water table?

Replacement vegetation is being considered as part of the EIA. There is not expected to be an impact upon the water table that would affect local homes from water damage.

60. Have Crossrail considered these issues as part of their third party risks assessments and the effects their undertaking will have on the residents?

Risks would be managed by the Construction Phase Health and Safety Plan, a statutory document required under Construction (Design and Management) Regulations.

61. How will the Crossrail build affect Jutsums Park and footpath 123 and can they provide details of any changes?

Jutsums Park would not be directly affected.

Given the layout of the depot and the low level of usage of Footpath 123, it would be closed between Jutsums Lane and Nursery Walk. Users would be diverted along Crow Lane.

62. How will the Crossrail project affect the local businesses and employment in Crow Lane, particularly around the Danes Road?

The potential effects of Crossrail upon local businesses are being considered as part of the EIA. It is expected that Crossrail will generate significant support for businesses and employment in the Romford area.

The business premises in Danes Road would not be directly affected by the proposed depot.

63. As the Eastern region is running to capacity at peak periods, how does Crossrail intend to integrate the additional train service?

Crossrail would replace most of the existing "Metro" services, although some could continue to operate between Gidea Park and Liverpool Street station. Freight services and passenger services from further afield such as Ipswich, Chelmsford and Southend are expected to continue to operate much in the same manner as they do today.

The Crossrail timetable and service pattern will be set by the relevant railway bodies in consultation with the train operating company responsible for operating Crossrail services.

64. Will there be compulsory purchases?

In some cases, CLRL would need to carry out compulsory purchases for the development of the railway such as the potential purchase of some of the gasworks land at Romford.

65. We are currently being reassured that there are no plans for the compulsory purchase of any residential properties in the area. Is there a possibility this could still happen, i.e. all or part of ANY property or attached land?

There are no plans whatsoever for the purchase of any residential properties in the Romford area.

66. Residents in Sheringham Avenue and Beechfield Gardens had a 'noise meter' put into their back gardens recently.

Over what period did they measure (time of day, days of week etc) and what were the results?

Please find enclosed a copy of the noise monitoring locations agreed with the London Borough of Havering and London Borough of Barking and Dagenham.

Monitoring was carried out at a range of different locations, over different periods. Results from the noise monitoring process are enclosed.

67. Was the traffic on the line at normal levels?

Railway traffic was operating at levels sufficient for the EIA.

68. Can we have copies of ALL engineering notices for that period?

Network Rail is responsible for engineering notices.

69. There are at least 3 types of soil around the tunnel and bridge sites.

Have any ground vibration measurements been taken and what were the results?

Ground vibration measurements across the Crossrail route will be carried out in the coming weeks. Based upon preliminary results and experience on other projects, it is not anticipated that ground vibration would be a significant effect of Crossrail, including in the vicinity of the proposed depot.

70. Why was recording equipment put on the properties closest to the line rather than at the opposite end of the road where the acoustics created by two straight lines of houses cause amplification?

The noise monitoring process was carried out in accordance with the relevant British Standards and the noise monitoring locations were agreed during consultation with the London Borough of Havering.

Despite the layout of residential properties, the results from the noise assessment are not expected to show that potential noise effects would be any more significant further away from the railway.

71. Will there be an access road running from Jutsums Lane to the depot and control centre as shown in some plans?

Yes.

72. What type of vehicles will use this access road and will it be controlled?

At this stage it is envisaged that it will be used by vehicles on an occasional basis to deliver/remove road/rail maintenance vehicles or crash damaged carriages. It may also be used for vehicles servicing the train wash facility. There will be security control at this entrance to prevent any unauthorised vehicles entering.

73. Will all the trees that are removed for the widening of the tracks and access roads be replaced?

This is being considered as part of the EIA. Replacement vegetation is being considered as part of this process.

74. Why use a tunnel on Westlands when a switch point gear can be used instead?

Given the number and frequency of passenger and freight services on the Great Eastern Main Line, a switch point gear or flat junction would not be acceptable for operational and safety reasons.

75. Jutsums Lane will have to be closed whilst construction work is in progress.

This is a main walking route for school children of all ages in the area.

What alternative routes will be available to these children?

At this stage there is no suggestion that Jutsums Lane would be closed for significant periods. It is possible the work could be carried out over a weekend or at times that would minimise inconvenience to the local community and avoid the need for alternative routes.

76. How will residents be compensated for the additional time and mileage they will incur to get to and from their homes when Jutsums Lane is closed?

This is being considered as part of the Traffic and Transportation assessment. At this stage, it is not anticipated that residents would be significantly inconvenienced.

77. Will Crow Lane be opened at the Dagenham end to allow two-way traffic and will it be widened? New roadside barriers have been placed to protect the railway from road traffic reducing the two lanes down to one.

This is being considered as part of the Traffic and Transportation Assessment, and will be discussed with the London Borough of Barking and Dagenham, and London Borough of Barking and Dagenham.

78. Is there a time limit to find the funding for the whole project, or is there a time limit whereby parts of the project are built as the money tranches are raised?

If the latter, what parts of the whole project will take priority and roughly where in the process will the Romford development take place?

There is no time limit for project funding.

Irrespective of the depot issues, it is assumed that the Great Eastern Line would be a priority for the commencement of Crossrail services because of the benefits that it would provide parts of East London. However, the availability of a maintenance depot would be essential before Crossrail services could commence.

79. What companies have pledged money for the project and what Government Ministers and MP's have declared an interest as a result of their involvement with said companies?

If Crossrail are unable to raise the private finance element required, how will the finance be raised?

Although London's business community has given a broad assurance that it would contribute approximately £2,000 million for Crossrail, there have been no specific commitments from any companies.

It is assumed that there would need to be a significant private sector contribution to fund Crossrail. These issues are being examined in more detail by the Transport Secretary and the Chancellor.

More details regarding some of the financial issues affecting Crossrail are addressed in the independent Crossrail Review carried out by Adrian Montague's team.

80. Will the land between Beechfield Gardens and Sandgate Close, which is to house the Route Control Centre be raised in conjunction with the depot site i.e. by 3-4 metres?

If so, this would cause major privacy intrusions to the residents in Beechfield Gardens.

No.

81. The artist impression E24.1 shows the Proposed Crossrail Route Centre to the WEST of Beechfield Gardens, not to the EAST as the plans show.

Can you clarify?

This is a mistake. It is proposed to locate the Route Control Centre on derelict industrial land between Beechfield Gardens and Sandgate Close.

82. The artist impression E24.1 shows no cottages in Nursery Walk, yet plans clearly show the cottages in place.

Can you clarify?

This is a mistake. The cottages would not be directly affected by Crossrail.

83. Is it true that a residential building within 300m of the 'new' track would be eligible for mitigation works to their home, should the increase in noise be in excess of 1 db?

For any new, amended or altered sections of line, Crossrail would abide by the Noise Insulation (Railway and other Guided Transport Systems) Regulations 1996. The Regulations, require Crossrail to carry out or make a grant in respect of insulation works in eligible buildings, where noise levels from new, additional or altered railway works exceed certain triggers.

The Regulations do not apply to stationary trains, station activities, shunting or groundborne noise. These issues are being considered as part of the EIA.

84. If so, where is the 300m measured from?

For any new, amended or altered sections of line, Crossrail would abide by the Noise Insulation (Railway and other Guided Transport Systems) Regulations 1996.

85. Para 6.16 of the Compulsory Purchase and Compensation booklet No 5 states, 'If their development scheme is being constructed adjacent to your dwelling, an acquiring authority may be prepared to acquire your property if they consider that prolonged construction nuisance is exceptionally bad. Para 6.17 states, 'There is a similar discretionary power available to acquiring authorities to buy residential properties where they agree that the disturbance caused by the use of a new development, once it has been completed and is in operation, results in serious disruption to the occupation of the property.

Do you envisage a situation whereby Crossrail may exercise such discretionary powers?

CLRL is currently investigating the possibility of establishing a discretionary scheme for hardship with the Department for Transport.

86. How many storeys will the control centre have?

As currently designed it would be a single storey building.

87. If the 2012 Olympic bid is unsuccessful next July, could Stratford be considered for the depot where the impact to that area will be far reduced than that in Romford?

No. Land at Stratford is already committed for development as part of Stratford City and the Channel Tunnel Rail Link.

88. How will the trains be powered from leaving the main line right up to the depot?

As with existing Great Eastern Line services, the Crossrail trains using the proposed depot would be powered using overhead electrification (25KV).

89. Would it not have been preferable to us if you had shown the depot in relation to, say, the Royal Mail sorting office which remains the same size, rather than comparing it to fully extended gas holders, in your artists drawing as this will obviously make it look small in comparison?

The artist's impression was created as a consultation medium to help people understand the layout and appearance of the proposed depot. To help people appreciate the possible visual implications of the depot, the gas holders are shown at a range of elevations.

90. Recent artist impressions sent out to residents show enhancement of the tree line already in existence on the boundary between Beechfield Gardens and the area of disused Transco land. It shows additional greenery on both sides of the boundary.

Has the area been looked at in detail, because to place bushes and trees outside that boundary would remove access to the rear of the row of terraced houses nearest the railway line?

This is subject to more detailed design and investigation. Landscaping and screening vegetation is being considered as part of the EIA.

91. Para 3.14 of the Compulsory Purchase and Compensation booklet No 4, states that 'compensation is based upon prices current on the first claim day, which is 12 months after use of the public works first commenced'.

Can you explain whether, in the case of the Romford Depot and associated works, this would be the date the depot is first used, even if that is for assisting the building of the remaining project, or whether it would be the day the whole project is complete?

Under Part I of the Land Compensation Act 1973 the first claim day is 12 months after the opening of the works for use by the public. Therefore, for claims relating specifically for the use of the depot, the first claim day would be 12 months from the time the depot is used for the servicing of trains in public services.

92. At Crossrail's meeting with the Transport Committee on 22nd July 2004, Mr Gambrill said, and I quote, 'I do not regard railways as bad neighbours'. He then went to say, and I quote, 'I believe that this particular depot need not be a bad neighbour'.

Can you tell me, as someone who has a comfortable home, who enjoys the use of a quiet garden in the summer, who's family has no wish to work for Crossrail, who may possibly be required to pay more local tax and increased fares to fund this project, and who's property is surely going to lose value due to having a major railway depot and access road in such close proximity to their property, what exactly are you going to be able to do for me that would entitle you to call yourselves a good neighbour?

Crossrail would provide London with widespread economic and social benefits. The implications at the local level are being examined as part of the EIA. It is possible that a number of community schemes could be developed alongside the proposed depot that would reassure residents in the Romford area about the neighbourliness of Crossrail.

93. The round one consultation exercise ran from 27th October 2003 to 3rd December 2003. The mobile unit was in Romford Town Centre on 3rd and 4th November 2003 and they had 310 visitors. At that point in time the preferred site for the maintenance depot was Maylands in Harold Wood and Romford had not been mentioned at all. It is therefore fair to say that as

neither the general public, including visitors to the unit, or by their own admission, our elected members of Local Council, London Assembly and Central Government, were aware that Romford was a possible site. Indeed we were not made aware of this possibility until 23rd January 2004 when it first appeared in the local press as a possible but not preferred site. On 25th February, long after the round one consultation had ended, the Mayor announced that 'on Tuesday 24th February, Crossrail came to decision on the proposed depot location, which will be the site at Romford'. It is therefore the opinion of the residents of Romford and Chadwell Heath, who will also suffer as a result of the depot plan, that the round one consultation was incomplete, and we ask that Andrew Rosindell M.P. and Jon Cruddas M.P. lodge an official complaint on behalf of their constituents.

The depot selection process was still being carried out early 2004. Contrary to reports in the Romford Recorder, "Maylands" was not Crossrail's preferred option for a depot. On various occasions, CLRL have stated that consultation on the depot issues would be carried out following a Government announcement on the future of the scheme.

94. Can you explain why there was no round one consultation unit in Barking and Dagenham?

Round One consultation was carried out within CLRL's resources. As Crossrail would not have a station in the London Borough of Barking & Dagenham interested parties were directed to Information Centres at other venues including Stratford, Ilford and Romford.

Discussions have taken place with officers and Members from the London Borough of Barking and Dagenham and several offers have been made to meet with community groups in the Borough.

95. If footpath 123 is to be rerouted, can you confirm the route it is to take when it reaches Beechfield Gardens?

It is proposed to close Footpath 123 between Jutsums Lane and Nursery Walk. Users would be diverted along Crow Lane.

96. Can you confirm that you will not need to gain access to the West Ham training ground via Saville Road?

This is being considered as part of the Traffic and Transportation Assessment. It is currently assumed that access to the West Ham training grounds would be via a temporary road off the London Road and Westlands Playing Fields.

97. Can you confirm the effect of your work on the footpath/old road that extends from the West Ham training ground to Whalebone Lane?

This is being considered as part of the Traffic and Transportation Assessment. Options are being considered to ensure that access is maintained.

98. What traffic control measures are to be put in place on the London Road, where it meets the proposed access road?

This is being considered as part of the Traffic and Transportation Assessment. Design details would be set during the pre-construction phase as part of the formal consent process with the local authority.

99. At the meeting between Crossrail and local residents at the House of Commons, you were asked about the access road from Jutsums Lane to the depot. You stated it would be for emergency vehicles only. As the road connects Jutsums Lane with the Stores and workshop area, can you still confirm the access is for emergency vehicles, or it to be used for supplying the depot?

There will be security control at this entrance to prevent any unauthorised vehicles entering. At this stage it is envisaged that it will be used on an occasional basis to deliver/remove road/rail maintenance vehicles or crash damaged carriages. It may also be used for vehicles servicing the train wash facility.

100. What mitigation would you use on your boundary to protect the residents from Beechfield Gardens and Sheringham Avenue, from this extra vehicular noise?

This is currently being assessed as part of the EIA.

101. Many children these days suffer with some kind of asthma and some of them will be in the children's ward of Oldchurch Hospital. What precaution will Crossrail take to prevent the excess dust and contaminants being spread over the surrounding areas by the wind and from construction work?

This is currently being assessed as part of the EIA.

102. I was one of the two students sitting opposite you at the Romford Crossrail meeting on Tuesday 14th September. I asked a question regarding the governments plans on obesity and how, by taking Romfords green belt land, parks, and fields you are helping their campaign. I am fully aware that with all the other things to take into consideration that the obesity debate wouldn't automatically come into consideration but felt that it should be thought of. After leaving the meeting and having time to think about the answer you gave me, I didnt feel that it was an answer to my question but was a stock answer greatly used throughout the meeting.

The potential impacts upon Westlands Playing Fields are currently being reviewed as part of the EIA. The proposed depot could temporarily require the use of 2-3 playing fields during construction. However, the current use and layout of the playing fields is being examined to try and avoid permanent disruption. Discussions concerning some of the potential effects have been held with the London Borough of Havering. Results will be shared with CAG as part of ongoing consultation.